chinery, steam or horse power. Having reached the opposite shore, walk down the river to the saw mill on the bank, and a fine view is obtained of the tremendous rapids which form the other great fall, and are more picture-que than the first. The grandeur of the scene grows on the sense, which becomes enlarged as you gaze upon it, to apprehend more and to be filled with a new coaception of the greatness of the Creator of all this wondrous magnificence. Having feasted the eyes long upon this surpassing spectacle, you may re-turn and recross the ferry and retrace your steps iong upon this surpassing spectace, you may re-turn and recross the ferry and retrace your steps down to the precipitous bank that overlooks what is called the Little Fall. A small division of the river is here precipitated down the rocks, but though less awful in grandeur it is equally beautiful with the larger falls. Descending by a steep path, you walk along the fallen rocks, stepping from one large mass to another, till you stand within the circle of the fall, and so near that its silvery spray covers you, and you feel the rock tremble under your feet. The boulders, piled in such confusion, form numerous rifts into which the waters are driven when they plung from above. There are two large falls; and the water of one, in its descent pitching on an upright mass of rock, falls over it in a broad sheet of foam, into the same basin that receives the descending torrent on the other side. These waters, flung wildly in the narrow rife, and bursting forth with tremendous impetuosity, flinging up volumes of spray, dash onward in a tortuous course to precipitate themselves down another descent, whence, joined by the smaller jets, and broken into a thousand crested waves by

spot, drinking in its bewildering loveliness, before he can understand how completely the feelings he can understand how completely the feelings may be subdued into hermony with the scene.

These falls are the point of transition from the rugged and craggy bordering of the river below to the gentle undulations of the prairie land above. There is a small steamer which ascends the Mississippi as high as Sauk Rapids, when the state of the water permits, and another to Fort Rinley. but at present it is impossible to make the trip. The stage runs once a week from St. Paul to Crow Wing, a few miles from Fort Ripley. I made some mquiries as to the best route to Lake Superior, and learned from a trader who had often and re-cently traversed it, and who owns land at La Ponte, that the route is practicable and easy, in cances from Crow Wing to Sandy Lake; thence scross a short portage to the St. Louis River, which is descended to Fond du Luc. Voyageurs can be bired at a dollar or a dollar and a quarter per day, and for a party of three, enough to sill one large canoe, inclusive of provisions, tent, mosqui-to bars, &c., the expenses would not be short of one hundred dollars. When there is an easy comone hundred dollars. When there is an easy com-munication between the Mississippi and the head of Lake Superior, a tour, unrivalled for magnif cence of scenery and salubinity of climate, can be made in a few weeks from New-York. E. F. E.

the fragments of rock, they move onward to the

The beholder must spend hours on this

THE DISASTER ON LAKE ERIE.

We find the following details of the late steamboat collision on Lake Erie in The Buffalo Cour-

About 2½ o'clock on Friday morning, when about 4 miles oil Long Point Ligat, on the Caunda shore, the steamer Atlantic, bound from this port to Detroit, with about four hundred and twenty persons on board, came in collision with the propeller Ogdensburgh, and was so hadly crippled that she sunk to about ten minutes, so as to cover her main and upper decks.

Capt Petrey, of the Atlantic, was up when the collision took piace, and the second made was on watch. The propeller was steering in a direction nearly at right angles with that of the Atlantic about a minute before they struck. As soon as she was discovered the helm

As soon as she was discovered the helm to was put "hard a port," and her engines to was put "hard a port," and her engines reversed, so that she swung her bow partly round to-ward the propeller. The course of the propeller is said not to have been changed, and, if it had been, it is sup-

not to have been changed, and, if it had been, it is sup-posed the accident might have been avoided.

The bow of the propeller struck the larboard side of the steemer, about ten feet forward of the wheelnouse, and immediately let the water rush into the steerage cabin, where were a large number of passengers, mostly Norwegian emigrants. The steamer kept on ner course, and the officers, finding that she was foo badly to jured to float, immediately set about measures to calm the fears of the passengers and provide means for their es-cases from a watery crays.

to float, homediately set about measures to dain the fears of the passengers and provide means for their escape from a watery grave.

The number on board, as near as can be ascertained, was 110 cabin passengers, 250 deck and steerage passengers, and 40 officers and crow. Of these it is supposed 15 cabin passengers, 80 to 100 deck and steerage passengers, and 20 of the crow were lost.

The coolness of the officers had a striking effect upon the majority of the cabin passengers, and all who could understand their words of sootbing and encouragement, availed themselves of the stools which were furnished with life preservers, and other articles of furniture, and as the water gradually arose, ascended to the harricane dack, where they were mostly picked off asfe.

But the poor emigrants, who could not understand enc word of what was said by the officers, being waked from their slumbers by the shock of the collision and the succeeding rush of waters, were paule struck, and threw themselves, without the least preparation, into the Lake, where so many of them perfehed. Probably many were drowned in the hold of the steamer, unable to reach the companion way.

The steamer kept on her way for a few moments, when her fires were extinguished by the rapidly gaining waters.

In getting out the life-boat, Capt. Pettey accidentally

In getting out the life-boat, Capt. Pettey accidentally fell from the hurricane deck against the boat, injurishim severely. The life boat was filled with water, so tion severing from the stunning effect of the fall, Capt. P. awam off to the propeller, about half a mile, and requested it to come alongside to take the passengers from the steamer, which it did, taking from the boats of the Atlantic all who rould be picked up from the lake, and those who had remained on the hurricane deck and about the rigging. Some ladies were thus transferred to the propeller without even wetting their

After halling the propeller, it was supposed that Capt,

After halling the propeller, it was supposed that Capt. P. had drowned, but he was shally picked up, having a small piece of plank in his hand, which had sustained him, while insensible from the effect of his fall and subsequent exertions. He was brought down from Eries by the State Line Railroad, and is now in the city. In charge of physicisms, in a very low state of body, and almost france from mental excitement.

The steamer lay in about 30 fathoms water, and when left by the propeller her starboard wheel-house was just out of the water.

The propeller bock the survivors into Eric, and the largest portion were taken on the Sultana for Cleveland.

Among those supposed to be lost, are A. W. Bedell, passege agent, of Bufislo; Thomas Smith and Newton burnett, colored barbers, and veorge Dana, colored water, of Buffalo. Also, Miss Duff, of Montreal, who was on her way to her parents, at Malcon, Canada, and a young lady of Battle Creek, Michigan, whose name is not recellected.

of recellected.

Among those known to be saved are, Emery Cobb, of blesgo, and Delia Pingwell, of Burlalo; also a sister Chicago, and Della Pingwen, or of Elihu Burritt. The name of Catley and wife, which have been pub-the list of passengers, we are informed, should

The name of Calley and whe, watch have been published in the list of passengers, we are informed, should be Garley and sister, from East Pulmey.

A gentleman, who, with the engineer and several others, were the last taken from the wreck, took to the rigging, and had among their company a lad who had become separated from his parents, who acted like a little hero. The little fellow hung on as long as he little hero. The accession has wearful to tell his little hero. The little reliow hung on a total could, until, from exhaustion, he was obliged to tell his comrades he must let go. After consultation, it was resolved to hold him by turns, which was done until the life boet came within halling distance, when he was taken on board, to yet live, as the campany remarked, to some day be a member of Congress, or some distance. to some day be a member of Congress, or some dis-tinguished man. The little fellow was taken with one of his preservers, who pledged himself to make him a good hear e in the Far West. Capts. Dorr and Rounds, of the Board of Under-writers, together with Messrs. Movins and Luce, Agts. of the M. C. R. R. Line, went out on the Cleveland, to the west.

of the M. C. R. R. Line, went out on the Clevelaho, to the west.

Capt. Pettey, of the Atlantic, although this is his first season in the command of a Szeamer, bears the reputation of a teorough going seaman. He had for two years previous acted in the capacity of first mate of the Atlantic, and has always been esteemed a careful, temperate and trustworthy officer. His first mate, Mr. Blodget, as well as the engineer. Mr. Buell, have both long been in the employ of the Mesars. Wards, and are experienced officers. We have repeatedly, this season, heard the officers of the Atlantic spoken of by the traveling public in the highest term, and can personally hear testimony to their attention and fidelity to their duties.

The Atlantic was built in 1848, and owned by the Mesars. Wards, at a cost of \$110,000. She was not insured for a dollar.

Measrs. Wards, at a cost of \$110,000. She was not insured for a dollar.

The noble and true-hearted generosity of the several steamers and proposiers which, inna-distriy on the accident becoming known here, tendered their services to go to the wreck for the rescue of the dead hodies, and to render any assistance which might be in their power, deserves the highest praise, and shows that our lake enders are not surpassed by any other class in the no-

deserves the highest praise, and shows that our laske sallors are not surpassed by any other class in the noblest traits of humanity.

The Maydewer, which left here at her regular hour, will stop at the scene of the disaster, if any assistance can be rendered.

A telegraphic dispatch from Erie, last evening, states that the steamer Clinton had arrived, and brought word that the wreck had settled out of sight.

The amount of money in charge of the Express Agent was \$30,000, which was in an iron sale, and may yet be recovered.

The Buffalo Commercial Advertiser of

The Buffalo Commercial Advertiser of

Friday afternoon' gives the following version of the ter-We have gathered the following interesting particu-are concerning the sinking of the Atlanta. A dense

fog prevailed at the time the propelier came in collision with the steamer. The passengers were all to hed and the first mate was on duty. Immediately after the collision, which was very severe, a scene of the utmost confusion prevailed among the steerage and deck passengers, a very large proportion of whom were Norwegian emigrants, and several, it is thought in the terror and darkness that prevailed, jumped overboard at once. Capt. Petrcy, although seriously injured, endeavored, with the assistance of his crew, to caim the fears of the passengers, assuring them that there was no immediate danger. The steamer kept on her course, the officers hoping to be able to reach a port, although the boat was

danger. Indescenier appear of the course, the dissesses hoping to be able to reach a port, although the boat was leaking badly.

The water, however, gained on them despite the efforts of the crew, and by the time they had proceeded about two miles from the spot where the collision took place, it was found that the boat was rapidly sinking, the fires in the engine room being extinguished by the water. A scene of terrible confusion easaed. The enigrants, who could not understand a word spoken to emigrants, who could not understand a word spokes to them, by their cries and terrors, added to the horror of he scene. The cabin passengers, and all who could be made to understand, were exhorted by the captain and officers to remain caim, and to provide themselves each with a chair, settee or bed, all of which were patent lite preservers, and would be you them up in the water. Numbers, however, unheeding or not understanding the advice, rushed overboard to certain death. About 2½ o'clock, and the wild shrieks of the passengers, the steamer settled and sunk. The propelier, which had kept in the wake of the sinking boat, did all in her power to preserve the lives of the hundreds of human beings who were now seen struggling in the water.

The fog was a sad hindrance to their efforts, but some The log was a sad mindrance to their efforts, but some two hundred and fifty were rescued from the Lake, and taken by the propellor to Erie. A large number left at once, on the Sultana, for Cleveland. Others came down in the cars this morning. From the best information we can gain, we are led to believe some THARE HUNDRED

LIVES ARE LOST!
From Mr. Homan, M. C. Railroad Office, we receive information that the following were the numbers of

ticket Issued from this office:
Steerage passengers, emigrants 217
Deck passengers 51
Necond-class passengers 10
Cabin passengers 48

Total Aside from these Mr. Homan thinks there may have Aside from these Mr. Homan thinks there may have been 125 persons on board, including crew, making about 450, and reducing the probable loss to about 290. This, however, we fear is a little under the mark. The emigrants were Norwegians, who came through by Lake Ontario steamers from Quebec, and about 75 or 80 of them were left on the dock, the agent refusing to suffer them to go on board. They now mourn the loss of their friends. There is reason to hope that many may yet be saved on the life preservers, with which the boat was well furnished.

well furnished.

Immediately the news reached this city, the steamers Northern Indiana and Louisiana and propeller Princeton offered their services to go to the wreck—the Louisiana, which was fired up, immediately discharged her load for that purpose. The company's boat Cleveland, however, arrived from up lake, and was instanily dis-patched to the scene of the calamity. She saw no thing of the wreck on her down trip owing to the pre-

[By Telegraph.] FURTHER PARTICULARS.

Additional Names of the Saved and Lost. BUFFALO, Saturday, Aug. 21-10 A. M. The following are additional names of cabin passengers who were saved :

L. D. CRIPPEN, of Coldwater, Mich. JAMES RUSSELL, New York. G. E. BUSHNELL, of Green Co., N. Y. ROBERT MONTGOMERY, New York City. J. W. SNOOK, Madison, N. V.

O. R. Honn, Chester Co., Penn. C. H. GREEN, Green Bay, Wisconsin, WM. HOGAN, Detroit. Rev. SAMUEL HASKELL, Detroit.

J. L. WRIGHT, Brooklyn, N. Y. JOHN F. BLAKE, Kerlden, Conn. Miss Auld, Frankfort, N. Y. Mr. Tirus and son, Detroit. Mrs. Ennis, Chicago.

Mr. KIRBY and S. HASKELL, Detroit. B. F. LAWRENCE and wife, Belvidere. J. PADDOCK and wife, Oakland. W. BIRDSALL, Grand Rapids. WILLIAM J. HULL, Albany. Miss BUNYEA, Henrietta, N. Y.

E. J. WILSON

JOSIAH BROCK, Wright Brocky. L. J. C. L. PECK, Rome. Ameng those known or supporecito be lost, are

Miss LATHROP, of Buffalo. Lieut, Langpon, of Buffalo. Master ROLLINS, of Buffalo.

Miss Anigan, Stanley, aged 18, of New-York. Many J. Scammon, of Milwaukes, aged 12 years. Miss Dury, of Canada, aged 18 years.

Among the incidents of the calamity are the following:

Mr. AARON SUTTON of New-York City, was provided with two life preservers. One of these he fastened on his wife, and while so doing some one snatched the other one away. Mr. Sutton seeing the boat sinking got his wife off into the lake, and taking his two litte children, followed her. Mrs. Sutton was buoyed up by the life server and partly by swimming, and clinging to floating articles. Mr. Sutton preserved his chil-

dren until all were picked up by boats. One young lady jumped from the steamer and would have been drowned but for the exertions of a man, (supposed to be one of the emigrants.) who, seizing a board, plunged into the water, and catching hold of the lady's hair, managed to get her on to the side of the steamer, when she wastaken on deck. The poor fellow, however, sank from exhaustion and was drowned.

Three hands of the steamer who could not swim tore off the binnacle box, took out the compass, and throwing the box overboard, jumped into he water and clung around it. They were several times compelled, for self preservation, to kick from them drowning men and women, some 30 or 40 of whom at different times had hold of their legs. They were taken up after being 20 minutes n the water by their own boat. At the same time they found the body of a little girl 10 years old floating on a plank. She had her arm around the plank, and her head on it as if asleep, but she was quite dead. The body was taken to Erie.

Mr. L. D. CRIPPES of Michigan saved two female passengers by breaking through the deck into their state rooms, which were filling with

Coroper's Investigation. EVIDENCE OF THE MATE OF THE OGDENSBUR

At the inquest held last night at Erie, on the body of a little girl, name unknown, the following

evidence was given:

The Grass McNell, swore.—I am first mate of the propeller
Ogdersburg: commenced my watch at mifnight; about 1j
saw the steemer; she had a red light afort, and two lights
below: we had two lights at the crossives, and another
signal light in front, when I saw her, inter miles distact,
we were steering for the Welland Canal, and I judged, from we were steering for the Welland canal, and I jurged, from her course, we should pass hish a mile north of her; upon meating her, she appeared to have clianced her course, and to he making across our hows: I now ordered the sagines to be stopped: this was about ten minutes before the collision; seeing that we were likely to strike together, I ordered the eighte to back, and the wheel put hard a starboard; I shouled as hard as I well could; our whitste was out of order; in about two minutes we struck; the bow of our vessel striking her between the forward rang way and wheel-

order; in about two minnes we struck; the sow of order bouse of the third per between the forward rang way and wheel-house of the steamer when we struck; we had nearly stopped the Atantha was under full headway; after ascertaining that our vessel would not sink we went to their relief, although we did not see any signal of distries or hear her cell ring; moon nearing we trend the cries of persons on board and in the water; came up to her in about an hour; ner lights had disappeared and her bow was under water, though her stern was in sight and all three of her decks; came alone side and took off all the persons who had remained on her till now; our boats were engaged in picking up those in the water; afterwards made a circle of a mile in chromiser not around the wreck, become beats inside the circle, and think we get up boat all living persons who were in the water and on the steamer; took probably two hundred off the steamer and one hundred from the lake; the Atlantic remuned in the same position when we lat her.

Question by a hirrer—if you had given an order to starboard the bein fire minutes scorer would the collision have taken place!

Answer-It undoubtedly would not.

STATEMENT OF THE SECOND NATE OF THE AT-LANTIC. The following is the statement of James Carney, the second mate of the Atlantic, who was on

watch at the time of the collision : watch at the time of the collision:

Mr. Carney swonn—I was second mate of the Atlantic on
the night of the collision; it was my watch on deck; the
weather was stroky from the 'time of leaving; saw Long
Point about two miles of; think I could have seen a steamer slight one mile; fifteen minutes after leaving Long Point
made the propeller's light nearly a point on the larboard
hour; were steading southwest by west, our seasi course,
when I saw the propoller's light, which was dun; set the
n heet a post, and kept her off west southwest; two cats.

utes after the propeller strock us twenty feat forward of the wheel, on the larboard side; heard the engine he lof the propeller ring shout this time; assess as we struck gave orders to the heliu-man to steer her for the shore, which was within four miles; I then ran down en the main deck, to see if I could discover the extent of the injury, and returned im mediately to the upper deck; Mr. Blodgett, first mate, we then at the pitot-house, and I tells him she was sainting, and he ordered me to run below and see if she was filling; then went into the steerage, which is forward; found no water on the floors, but could not get up the batches to look below; then returned to the fire-hold and saw water rushing in in torrents, carrying with it coal, when & extens went to listing her with passengers and freight to the starboad, in hope to relieve the leak; found it impossible, as she was settling forward; then returned to the burricane deck, and heard Captain Petty giving orders to those cangregated there to keep quiet. Orders were then siven to get the two boats, which were on the hurricane deck, ready, and also the working boat. The stramer settled gradually and I should judge it was all of twenty minutes before the water came up to the hurricane deck. I should think it was at least half as hour after we were struck before the propeller came within halting distance. Had the propeller, when we first saw her, put her wheel a-port, we should have cleared her.

Meeting of the Survivors of the Atlantic.

Much feeling prevails at Erie, and great excitement exists against the steamer. At a meeting of the survivors, the following, among other resolutions,

Realized. That we would call the attention of the public in particular to the inefficiency of so-called life-preservers, which are totally useless; the truth of which was too bitterly proved to some of the unfortunates, who trusted themselves to their faccied security.

ir fancied security.

of eed, That we express our indignation at the gross neg ignowined. That we express our indignation at the grow next-isect and criminal misconduct of the owners of the steam-best Allantic, is not providing proper facilities to air of pa-sengers on board the means of saving; their lives we con-sider the want of a sufficient number of boats to hold the passengers, in a contingency like the present, and want of other loose materials, to be a wanton tampering with human life; and that the owners of the unfortunate boat should be held up to the public as men who have east saids those con-siderations, from in difference to the lives placed in their care.

Resolved, That the loss of the steamer Atlantic, on the right of the 20th August, is a colamity of such an over-whelming and heart-rending character, that the voice of an outraged public is inadequate to its expression; and that, as citizens of Erie, we deer the proper authorities at once to proceed to arrest the others and men who are to be found within the limits of this country, who were employed upon the Atlantic or propeller Ogsensburg, that the cause of the collisien may be correctly ascertained.

From the Flabing Ground.

The schooner Mary Niles, Capt. Pool, The schooner Mary Niles, Capt. Pool, arrived yesterday from the flay of St. Lawrence. Capt. P. Informs us that the steamable Devastation will not allow the fishermen to fish in the flay of Chaleur. He and others were driven out. There were plenty of fat mackerel there, six or seven miles from the shore, and had he been sllowed to fish he could have filled his vessel with three or four hundred barrels, whereas he only brought home one hundred. The Captain of the Devastation told Capt. Pool that he should not allow them to ski in the flay of Captains or within three miles of a captain of the Devastation told Capt. Pool that he should not allow them to ish in the Bay of Chaleur, or within three miles of any

of the bays.

Most of our vessels were obliged to go to the Davasta tion whenever the Capt in wished to speak with ther and if they did not come he would fire shot at them. The first time the steamer came across the Mary Nils she fired a gun, when Capt Pool ran up his flag: a se

The first time the steamer came across the Mary Niles, she fired a gun, when Capt Poot ran up his hag; a second gun was fired, when Capt P. supposed he wanted him to heave to, in order to board him, and he accordingly did so; this was no sooner done, however, than a shot came booming across his bow. Capt. Pool then ran for the steamer, when the Captain told him what we have stated above. The officers of the steamer were making every effort to catch the vessels, and resorted to many tricks in order to entrap them. Among other things, the officers of the cutter, when they boarded a vessel, even if she was six or seven miles from the shore, would feel of the fishing-lines to see if they were wet.

The schr. Pilot, Wilson, which was reported to have been taken, arrived home vesterdsy. Capt. Wilson confirms the story that the fishermen were driven out of the Bay of Casicur. The schr. Yorktown, Barnham, arrived on Thursday, reported the cutter Netley, Capt. Crowell, as passing through the Gut when he came out. We may therefore soon expect to hear of more idegal seizures, as this Crowell is the officer who seized the Ther has fail, and the Helen Maria a month since, both of which were illegal. Capt Buraham did not go into the Bay of Chaleur, or within any of the headland limits, and therefore did not receive any notice from the cutters.

By a letter received in town vesterdsy from Char-

tice from the cutters.

By a letter received in town vesterday from Charlottetown, P. E. L., we learn that the crew of the schr.
Florida, of this port, which had been carried into that place, state that they were going into one of the harbors on the north side of the island, for some woed and bors on the north side of the island, for some woed and potatoes, when the cutter came along and selzed the vessel. They had been fishing that day outside the limits, and had dressed their fish before going in, but had neglected to put several barries of them below deck. They had not been infringing on the treaty, and did not suppose they would be selzed when the boat from the cutter boarded them. Had they suspected the object of the cutter they would have escaped, as they could outsail her. The people at the Island are said to be much incensed at this outrage.

[Gloucester Telegraph, Aug. 21.

The Fishing Troubles-State of Feeling in

From The Boston Travelle In conversation with a gentleman of this city, who arrived in the Sir John Harvey, from a tour in Nova Scotts, Prince Edward Island, &c., we learn

some facts in relation to the state of feeling there in re-gard to the hebing troubles, and what is believed to be its accompaniment, Reciprocal Free Trade with this

To negin at the beginning, it is well to state that the

navi, ation laws lately adopted by the mother country had given a serious blow to the prosperity of New Brunswick and other of the British Provinces.

It was formerly the practice for merchants there to build large ships, load them with deals, and seil both ship and cargo in England; and this business in the large sun proved outer profitshle. Now American and Presiden vessels are successful competitors for the traffic, and the American disg serves for an unbarr of large vessels leading for England in almost every harbor of New-Brunswick and some of Nova Scotia

The people of the Provinces are well disposed to this

country, so far as our informant could judge, and their great desire is Reciprocal Free Trade. They complain great desire is Reciprocal Free Trade. They complain that while American goods there pay duty of seven or cight per cent, they have to pay a duty here of free twesty-five to thirty. Notwithstanding this, the people of that country except a low merchants and owners of fixing vessels in Nova Scotta, do not desire to press the matter of erforcing the fishery Convention as to within three miles of the shore, and even they disclaim any idea of carrying out the headland to headland construction.

It is evident, however, that, so far as the allowing of the fishing of American vessels within three miles the shing of American vessels within three miles of the shore, that the English Government have strengthened the bands of the Colonius to stop it, and it is also evicent that if it is stopped a business of immense importance to New-England, and which has been allowed to reach its present extent by the supineness of England as to what it is now alleged are the rights of the Colonius in the matter, will be paralyzed, it not ruined, it is the universal testimony that a versel from a New-England port, with an expensive it out, cannot procure a remunerative face if kept at all times outside of three miles of the store.

lies of the store. The colonists expect there will be negotiations in the tter, and that the people of this country will grant m Free Trade in exchange for the liberty to fish upon this coast.

As to the seizure of American fishing vessels, though

there may be cases of violence on the part of the manders of English cutters, yet in some cases, who manders of English cutters, yet in sode, only one has desen captures might have been made, only one has been taken, and that for the purpose of testing the question. As a general thing, the fishing vessels can show the English cutters a clean pair of heels. It is only the strammers that they are afried of, this been the Florida, the provided of the

The most valuable vessel seized has been the Flor of Gloucester. She is no wat Charlot etown, Prince ward island, and, our informant states, that there are some doubts whether a case can be made out against her. The steamer Devastation, it is understood, has cleared the Bay of Chalcur of American Saving vessels, and a leading man in Nova Scotia publicly declared that it had been determined upon that not an American vessels, and the behavior of the the three miles.

it had been determined upon that not an American vessel should fish within the three miles.

The American steamer Mississippi, was still at Hall-fax on the 17th. Commodore Perry, and his others had been feted by the Governor and Admiral Seymour, and had also been invited to dine with the Catholic clergy, who, with Archbishop Hughes and other Catholics of this country, were in Convocation, there Commodore Perry stated to our informant, that he should sail in a few days on a cruise to the various teshing grounds. His orders were, to return to New-York by September, to join the Japan Squadron.

MAIL GLEANINGS.

STATE FAIRS FOR 1852 .- The following are the times and places for holding the State Fairs the present season. The table is very convenient for refer-

A Carlotte and a carl				
nce;		1		1
Vermont, at RutlandSept.		4.9	2,	Ų.
New York, at Utica Sept.	7,	8,	9,	11
Onio, at Cieveland Sept.		A. I Take	1.04	-
Michigan, at Detr-it Sept,		414	23,	2
dienigan, at Detiring			to	
Cassaa West, at Toronto Sept.		19.		
ndlana, at Indiatapolis Oct.				
Pennsylvania at LancasterOch		20,		
Wisconsin, at Milwaukee Oct.		6.	7.	
Will County Lies Oct		6.	7.	- 1
New-HampshireOct.		14	to	0
GeorgiaOct.	20			
	20,	27,	20,	2
American Institute, at New York Oct.				- 3
American institute, at the		19.	20.	2
American last, exhibition of stock Oct.			20,	1
Am. Pomological Congress, at Phil. Sept.				

NEGRO SHOT .- A gentleman named NEGRO SHOT.—A gentleman named Ball, overseer for Edward T. Tayloe, residing in King George Ce., Va., finding it necessary to chastise a field hand for insolence or idieness, attempted to do so in the field, when the negro resisted, and gave the overseer a severe beating. Mr. Ball mounted his horse and proceeded to Mr. Tayloe's residence, and informed him of what had occurred. Mr. T., in company with Ball, repaired to the corn-field, to which the negro had returned, and demoded to know the cause of his conduct. The negro repited that fir. Ball had attempted to whip him, but he would not submit to it. Mr. Tayloe told him he should, and ordered blue to cross his hands, and directed

Mr. Ball to take held of him. Mr. B. did sombut, per-celving that he had drawn a knife, told Mr. Taylor of it, who immediately sprang from his horse and, drawing a platol from his pocket, shot the negro dead at his feet. |Richmond Times.

-" Hail Columbia," &c.

THE UTICA FIRE .- The Utica Osberrer THE UTICA FIRE.—The Utica Oscorrer estimates the loss by the fire on the night of the 19th as follows: Lewis Lawrence, from \$20,000 to \$25,000, said not finsured. Kissam's store-house, loss \$1,500, loss surance in the Five at Hartford for \$1,000; it was owned by A. B. Johnson. Mr. Kissam had \$1,000 insured in the Howard on his stock. Rockwell & Ferry, loss \$2,000; insured at Hartford for \$000. Hubbel & Curren had hides burned to the value of \$1,500; insured to the value of \$1,500. & Curren had hides burned to the value of \$1,500; insured in the Long Island and Hartford Companies.

D. M. Canfield & Co., cotton goods, only partial loss; insured in the Howard for \$1,500. Wm. Kingsbury, loss \$2,000; insured for \$1,900. Hart & Munson, loss \$500; insured in the Erns. D. Timmerman, justiced in the Hudson River Company for \$500.

REV. HENRY GILES .- We are glad to bear that this electronic lecturer and writer has entirely recovered his health, and is now lecturing in Maine. His late oration before the Literary Source.

College is represented to have been of uncommon brilliancy and power, thrilling the hearts as well as filling the minds of his aucience. He has written, we believe, a new course of iscurve for the coming season. Mr. Giles resides at present in Bucksport, Me. [Boston Transcript.]

CITY ITEMS.

AMUSEMENTS, AC., THIS DAY AND EVENING. Castle Ganden—French Opers Company.
Nuiso: Garden—Dunch Reile; French and Spanish Dancers.
Burton's Theater—Gardener's Wife; Eton Boy; The Toodles
Otto Cottage, Hocken—Free Councert.
Barnom's Museum—Wilkie's Seronaders; Dancing, &c.

The weather is doubtful. On Saturdsy night there was every prospect of the much needed rain, but it amounted only to a slight mist. Yesterday was moderately cool, with mingled sunshine and shade, and heavy clouds to the evening, but no

rain up to 11 o'clock. TERRIBLE TIME IN TAMMANY .- The meeting of the Democratic General Committee at Terrimany Hall on Friday evening, was the occasion for a most exciting and angry debate between the rival factions of the Opposition among both insiders and outaiders. Inside of the Committee Room, the Hunkers had the advantage in numbers, and were determined to sustain it by the use of the voting power; while outside the Committee Room, the Radicals, chiefly members of the Empire Club, were in power, and bent on taking satisfaction out of the Hunkers when they made their egress, if the demands made by them were not previously complied with. The session of the Committee continued until 3 o'clock on Saturday morning. During the earlier part of the session, a Committee, from the General Committee, retired to concoct some sort of a healing plaster for this new eruption of the old sore. We lesened from the whispers of the outsiders that this Committee proposed that each Ward Committee should name two Inspectors of Election, and the General Committee the third one. The debate was required as an exciting one, and we understood that the Hunkers, fearing to be outgeneraled in the Wards by the Radicals, refused to adopt the proposition. It was finally carried by the Barnburners and Soft-shalled Hunkers, as they are termed by the less yielding of the Hunker faction. The resolution adopted amounts to a modification of the call made on the 5th day of August by the Hunker majority. It was adopted by a vote of twenty five to twenty-four. It provides that in the Second, Taird, Sixteenth, Seventeenth, Eighteenth, Nineteenth and Twentieth Wards, which were more especially dissatisfied with the selection of inspectors made by the General Committee—the Ward Committees may, if they choose; name two of the Inspectors of the Election, and the General Committee will name the third one. In the Tairteenth Ward, there being no Ward Committee, the Delegates to the General Committee may designate the Inspectors. A motion was made to print proceedings, and while the subject was un. der consideration one Hunker moved au atcornment, and another seconded the motion. The Hunker Chairman put the affirmative of the question, to which the flunkers present responded "Aye and without waiting to put the negative, two illustrious Hunkers-one of them with the minutes of the proceed ings in his pocket-made their exit through a window and hastened down Frankfort-st, until lost in the gloom which usually prevalls in the "swamp." Their retreat is said to have been quite as hurried as was the flight of Santa Anna, on the occasion when he had not time to take his wooden leg with him. Immediately after the above occurrence two Hunkers, who, a feet momenta previous, were prominently engaged in the Committee room of Tanamany Hall, were seen walking stealthtly up Spruce at and across the Park. Tues were Mesers, Thomas J. Barr and Hon. Daniel U. er. Forthwith there was a hurrying together of Barn burner members of the Empire Club, into the bar room of Tammany, where the facignation of the evening had held away, and the whispers, wloks and signs were omen.

Mr. O. Busnnell, whose loss will probably be about \$60,000. No insurance. The lumber was owned by the doors of which were forced open. There were yet members of the Commistee present finishing up the business of the evening. Those not members of the Committee were desired to retire. The greater portion of those present did so; but Johnny Austinwho, in the absence to Hillsboro of the Captaia of the Empire Ciub, is first in command-declined going, saying that he believed he should not be turned out of Tam-

mony was decidedly interesting. THE CITY FATHERS .- These worthy gentlemen are returning slowly to the City, and will appear in the course of a few days upon the broad steps of the City Hall and in the sacred perches of the Tea Room, the scenes of their moral and physical glory. The corridors of the Hall have been remarkably silent for the past three weeks, and the hangers about there complain that the place is intolerably dulf; there is no oribery, no bullying, no vote buying, no juggling of contracts, no fun whateoever to enliven the sultry hours. To escape this duliness, the hall-haunters occasionally go over to Tammany to see the progress of harmony between the hard and soft-shelled Democracy, as de veloped in the scrimmage of Friday night last, and other memorable occasions.

many Hall so easily, and he should like to see it put to

vote in the Committee whether he should go out or not.

The shoulder-hitters of the Ciub gathered around, and

be maintained his ground. During the evening there

was much excitement among the outsiders, several of

whom applied most degrading epithets. In a load voice,

to the individuals who escaped the fire in front by a re-

treat in the rear. John Quie, the distinguished hunker

of the Nineteenth Ward, and particular friend of Lewis

Case, was bussled roughly by the Empire boys, and,

not withstanding he was an elderly man, one of the

shoulder-hitters struck him a violent blow upon his

cheek, which swelled badly As Mr. Quin left the house

he turned his face backward toward bis exulting foes

member Lewis Cass !" which is to be the Hunker rallying

cry at the primary meetings. The meeting on Friday

night was a signal triumph of the Barnburners, who

boast that, now, they can carry the City in the nomina-

tions. Taking it slogether, this effort of the combina-

tion of Rum and Democracy to promote union and har

and assellants, and in a significant manner said, " R

But the Fathers are coming back, and brushing up for the September session. They have kept very shy in re gard to their intentions, but there is a large amount of business of importance to be faced, and a lively session must come as a matter of course. There will be a time about the Eighth avenue Rall

road affair, unless the artful dodge in the Board of Assistants shall smother the action of Compton & Co. and allow the whole matter to stand as it did before the attempt to dispossess Pettigrew & Co.

Then there will be the Broadway Rallroad, upon which a report will probably be made, accompanied by documents, remonstrances, &c., without end. -It is now reported that the Committee will be divided, and that one report will be in favor of the road, and one against it—but which will be the majority we cannot guest.— Whatever the result may be in Committee, the general opinion is that no charter will be granted by the Alde men. But these, of course, are mere guesses, which

time will prove right or wrong.

The dirty condition of the streets will call for attention ; and, as election is at hand, we may hope for some measure of reform.

The cattle-driving nulsance ought to be attended to but we can hardly hope for that. The extension of the Sixth-er, Raffrond into Park

place will be asked for, and should be forthwith attended to. The relief of Broadway can never be effected by this road, or by any other, unless the care can be

brought up to the great thoroughfare. Election Districts will be another entangling question The reduction in the First Ward was a bad job, and the increase demanded up town may be worse; but, as Gerrymandering can be of no particular benefit, they may get along smoothly.

But probably the most important business of the ses sion will be that in relation to the coming election; and will be transacted over the champaigne and game of the Tes Room. Tals would be very rich, but unfortunately

reporters are not admitted Many minor matters will come up, all of which we shall duly consider as they transpire.

BACKED OUT .- The match made between the New York and the Indiantown bostmen for \$2.000 aside for a race to come off in October next, has resulted in the forfeit of the amount already staked, by the latter party. This has caused a great deal of disap pointment among the boys in this city, as every thing was in proper training for a complete victory over the New-Brunswickers. It is suggested that the next time they talk about a match that they be ready to stake the whole amount of the wager. Until then they must go

DESTRUCTION OF THE SHIP ROBERT CENTRE -On Friday night, about 919 o'clock, a fire broke out in the ship Robert Center, lying at the foot of Wall et., East River. The fire was discovered by the private watchman on another vessel, who gave the alarm by ringing the bell on his ship. The firemen were soon on the ground, but the hatchways being kept closed to prevent the circulation of fresh air in the hold, they ex. perienced considerable difficulty in geiting water upon

The decks were finally scuttled and some ten or twelve streams thrown into the held. This, hewever, did not extinguish the flames, and the interior of the ves sel and the cargo were nearly destroyed. The immense quantity of water which was poured into the ship partially sunk her alongside of the pier. At 12 o'clock the aft mast and rigging were cut away, and at 3 o'clock the male-mast was cut down, to prevent them from doing damage to other vessels lying in the immediate vicinity. At 4 o'clock despite the exertions of the firemen, the flames burst forth from the decks to the sky, illuminating the shipping and buildings for some distance along the East River. In consequence of the indammable nature of the cargo, the flames continued to spread from one end of the vessel to the other, and there not being sufficient depth of water to sink her at the pier where she lay, her bull was entirely destroyed, with such of her cargo as had been shipped on board. She was loading for San Francisco, and had her cargo, consisting of liquor, dry goods, &c., partly on board. The loss and damage to the cargo and vessel is roughly estimated at \$100,000

On Saturday morning, at 715 o'clock, the bells rang an alarm for the same fire, bringing an additional number of firemen to the spot. Many streams of water were without avail noured into her hold, with a view to save, if pos sible, the hull The firemen of the Seventh and other Districts in the lower part of the City are deserving of great credit for their energy in endeavoring to save this ressel from entire destruction.

The origin of the fire is at present unknown. It is stated that it broke out in the lower hold, where the greater portion of the cargo was stowed, and it may be that while the stevadores were at work there during the day, they accidentally left a condle barning there. We understand that the R. C. is a Boston vessel, and is probably fully insured. Several steam tugs were em ployed at hauling out into the stream the vessels lying in the vicinity of the burning vessel. The firemen saved the blg boat.

-During the burning of the wessel the fire bells of Brookten sounded an alarm, which brought the Fire Department down to the shore of the river. It was supposed by the bell ringer that it was a fire on the Brook

lyn side of the river. DESTRUCTIVE FIRE .- About 64 o'clock, Saturday evening, a fire broke out in the large brick building in Thirteenth st., between Ninth and Tenth-ave, known as the Metropolitan Steam Planing and Saw Mill in a few minutes after the fire was discovered the build. ing was completely enveloped in flames, and despite the exertions of the firemen, it was, with its contents, entirely destroyed. The valuable planing and sawing machinery is a total wreck. Upward of 260 000 feet of Georgia pine floor plank in the yard was entirely destroyed The great heat emitted from the burning timber threat, ened destruction to several dwelling houses in the vicin. ity of the mill. By great exertions, however, on the part of the firemen they were saved. A large building adjoining the planing mill, occupied by Mr. Wetherspoon, as a plaster manufactory, was also destroyed, with its contents, consisting of a steam engine, and other machinery. The aw and planing mill was owned by pon this there is no insurance. Mr. Wetherpoon is at present unable to estimate his loss. He is insured about So our A valuable horse and two moles belonging to the saw mill were burned to death. Ambrose Hardenbrook, a lad eighteen years of age, at the rick of being pinted, succeeded in releasing several other norsesend driving them out into the street. A man usmed William Harrison was badly burned in attempting to save a pair of valuable mules, belonging to the mill. He was taken to his residence, No. 641 Hudson at , and every attention paid him by Drs. Seaman and Proudfoot, but he lingered in great agony until about I o'clock yester. day morning, when he expired. John Hogencamp, a number of Engine Company No. 48, was also badly ourned on the arm and face. He was taken to a drug store near by, where his wounds were dressed, after which he was conveyed home. The Police were on the ground during the night, and rendered valuable aid to the firemen, and in preserving property from being

MUNICIPAL DELAYS - Nassau-street Sein--in mentioning the commencement of the work upon this sewer, we stated, as we had been informed, that it was authorized some six months since. We have since had a correct understanding of the facts and causes of the delay in this and other improvements, which show how the delays have occurred.

The ordinance of the Common Council directing this Nassau at, sewer to be built was passed on the 20th May last, (three, not six months since.) The necessary sur yeve and diagram were immediately made; the required lead notice inviting bids was inserted in all the papers employed by the Corporation to publish its proceedings, and the 21st day of June appointed as the time for open ing such bide, and a warding the contract. On the 9th of June the Common Council passed an or

dinance that no Head of any Department of the City Government should open an estimate or bid for any public work except in the presence of at least two members of each of the Standing Committees of the Boards of Al dermen and Assistant Aldermen, "upon the subject to which such estimates relate, and who on being notified shall attend." In the event of the non attendance of two members of each of said Committees "such estimates shall not be opened, and the Head of Department mates seal note opening of said estimates to another time, not exceeding five days, and shall publicly an nounce to those present the time and plate of such ad-journment, and shall cause written notices thereof to be given to each member of said Committees. If two be given to each member of said Committees. If two members of such Committee are not present at such adjourned time and plate, the Head of Department shall report the fact to the Common Council for directions." In the case under consideration, the Committee on Sewers were notified to attend on the 21st of lune: a sufficient number did not attend; an adjournment was made to the next afternoon, the 22d, and notices again served, and with a like result. Those facts were promptly communicated to the Common Council at its June session, "for directions," but such directions did not come in time to get the bids opened till the 3th day of August Instant. The bids for sewers, thus locked up, among which was the sewer in Nassaust, comprised in the aggregate more than three-fourths of a mile in length, and were in this manner delayed, in the best part of the working season, for a period of seven weeks it will be seen by the above statement that the delay has not been caused by the Bureau of Streets and Sewers, as might have been implied in the notice of this work, a few days since.

THE STEAMER ROTARY .- A new steamboot, named the Rotary, built by Mr. Eckford Webb, of Green Point, and owned by Mr. E. Barrows, of this City, will make her first trial on our rivers on Tuesday nest, to try her engine, pump, &c , preparatory to her Grat regular trial trip. She is a well-built and fine-look.

bg boat, being 15 feet long, 13 feet bourn, 4 feet depth of bold and 22 feet across the guards, and is to be propelled by a rotary engine of Mr. Barro vo's laventiate on a larger scale than the one need to propel his steam er called the Rotary Experiment. The size of this engine will best compare with a reciprocating engine, of thebes diameter and Il loch stroke, the area of an 8% inch piston being 55 square inches; 39 inch stroke will discharge 4,290 square inches of steem each revo lution, while the area of piston on the Rotary is but 54 square inches, and discharges 4,266 square inches of steam each revolution. Of course no great speed can be expected from a boat of her size, propelled by so small an engine, but should be judged according to the

Prof. Theodore Irving, LL.D., whose election to the Professorship of History and Belles Letters in Union College was recently announced, has declined that appointment, and retains his present position in the Collegiste Institution for Young Ladies, the Spingler Institute in this City.

SAILING OF THE PACIFIC .- The U. S. Mall steamship Pacific, Capt. Nye, left ber dock, at the feet of Caral at at 12 o'clock on Saturday, bound for Liverpool with 90 passengers and \$615,000 in specie.

INFLUX OF STRANGERS.—The City is overflowing with strangers from all quarters. Return ing summer tourists are coming to hundreds from Northern and Eastern watering places; the Southern merchants are coming to make their fall purchases, and a great number of politicians are here arranging the details of the campaign. We think the hotels have never before been so full at this period of the year; a tranger to the facts might reasonably suppose that there was a perpetual mass meeting at any of the chief houses. The prospect now is that all the new hotels soon to be opened will be easily filled by strangers slone, at least during the season of fall trade

Loco-Foco Nominations .- At the neeting of the Loco-Foco General Committee, at Tammany Hall, on Friday evening last, it was determin that "the County Convention shall meet on Monday, the 6th day of September next ; the City Convention on Tuesday, the 7th day of September next; the Judiclary Convention on Wednesday, the 8th day of September next : the Mayoralty Convention on Thursday, the 9th day of September next; The Congressional Conventions on Monday, the 13th day of September next; the Assembly Conventions on Tuesday, the 14th day of Sepember next; and the Charter Conventions on Thurs day, the 16th day of September next."

Loco-Foco PRIMARY MEETINGS .- The time fixed for the Loco-Foco Primary Meetings for the City and County of New-York, is Toursday evening next. It is intimated by members of that party who are probably well acquainted with the symptoms of the disgraceful affairs then to come off that there will be serious fights at most of the polis; and that pistols and clubs will be in use and black eyes and bloody noses numerous.

FIRE. - On Saturday morning, at 2 o'clock a fire broke out in the building No. 476 Pearl st, occupied by several families. The fire originated in a room occupled by John Hart and his wife, both of whom were considerably burned on the arms and shoulders. The dames were extinguished before much damage occurred to the premises. A bed and bedding were destroyed

DUST .- It is stated that the Hudson River Railroad Company are about to introduce upon their cars the Paine invention for keeping out dust,

INDUSTRIAL CONGRESS.—The Secretary INDUSTRIAL CONGRESS.—The Secretary protein of this central labor organization, informs us that a meeting will be held at the New City Hall on Tuesday evening, as usual. Owing to repairs making at the Hall, no meeting has been held since July 19, when the Congress adjourned over to September, Important business intorvening, the Congress is to be recognized for active duty. Every industrial association in the City is entitled to five Delegates in the Congress.

BURNED TO DEATH AT THE FIRE IN

fire originated, was taken by the Coroner, of which the following is a copy:

[Lawrence Creevy being sworn, says, I reside at No. 28]

[Lawrence Creevy being sworn, says, I reside at No. 28]

[Twelfth st., and am a night watchman in the planing mill of Missers. Wells and Bushnell; I west on duty systerday, the 21st inst., before it o'clock; I was on duty at the time the fire broke out; it broke out alongside and partially over the bollers: I had pust shut the outside gate, and was going my rounds to see how things stood, when I heard the cracking of the timbers: I was not more than twenty feet from where the fire originated; if gave the sarm, and ran for my hose to play upon the flames; at this time, Mr. Ler come to me and took to have; while I went to let on the water, the flames and a vanidity that we had to leave; the fire originated in look to hose, while I went to let on the water, the flames apread so rapidly that we had to leave; the fire originated in the planing mill, beside the boiler; the fire was nearer the rear of the boilers than to the front of them: I had nothing about me by which I could possibly have sudued the fire; I never smoke on the premises; I have instructions from my employers not to allow any fire on the premises, nor any one too smoke, or to smoke myself; the flooring over the boilers took fire first: I did not see deceased; when I give the sizem I opened the gate on Twelfth-st. The case was then given to the jury, who rendered the following vertice: That the deceased came to his death by being burned at the fire in Thirteenth-st, on the 21st inst, while endeavoring to render asstrance in swing his employer's property.

The individuals recently arrested, charged with passing fraudulent bank bills on a large number of the up town storekeepers, will have an ex-smination to-day before Justice Stuart. About fifteen persons who have taken the counterfelt bills have ap-peared at the Jelierson Police Court, some of whom have identified two of the prisoners as baving passed the counterfelt notes on them. No positive evidence has thus far been obtained against one of the younger wo-men. It is the intention of Justice Stuart to ascertise, it possible, where the persons who passed the counter-felt money obtained it, so that the original makers of the plates and bills may be brought to justice.

THE FRAUD ON THE PRUSSIAN GOVERN THE FRAUD ON THE PRUSSIAN GOVERN-MRN.—The examination of Dr. Theodore Pletman and Annoine Gawacci, charged with forging a large number of Treasury rotes in imitation of the genuine ones is-sued by the Prussian Government, is set down to take place this afternoon. It is not known that any of the fraudulent notes have been uttered in this City. Some four weeks since it was thought that several packages of them had been sent to Prussia, and U. S. Deputy Marshal -Rabielewitz was dispatched by the Prussian Consul to Europe to ascertain if such was the case, and if so, to endeavor to apprehend any parties who might be dealing in them. Justice Stoart has now in his custedy about \$1,000 of the forged notes.

DASTARDLY ASSAULT.—Mr. Jas. Garcy, an attaché of the Franklin House, at Yonkers, white passing through Centrest, at a late hour on Friday night, on his way to French's Hotel, where he was stopping, was assaulted by a party of "Five Point" ruffians, who struck bim upon the head with a large stone and otherwise misused blm. The wound upon the head is quite seer the temple and very severs. He made his way to the Sixth Ward Station-House, literally overed with blood, where he informed the Captain of Police of the treatment he had received. Several officers were dispatched in pursuit of the ruffians, but they had fled and secreted themselves among the dark recesses of the Wounds of Mr Garcy, after which he was taken to his hotel. Almost any night a rang of young rowdless may be seen prowing around the corver of Anthony and Centre ets., watching for opportunities to insult and assault unprotected citizens. These follows should be attended to by the police. DASTARDLY ASSAULT. - Mr. Jas. Garey,

DESPERATE ATTEMPT TO COMMIT SUI DESPERATE ATTEMPT TO COMMIT SUICIDE—About 12th o'clock yesterday afteracon, a Pole
named Daniel Burkeroski, who for two weeks past has
boarded in the family of Michael Barry. No. 43 Giverneur st., attempted to put an end to his life by outting
his throat with a fixor. He was discovered immediateity after by the wife of Mr. Barry, who, on hearing a
noise in his room, entered it and found him lying upen
the floor, with the blood flowing profassly from his
neck. Dr. Lodge was immediately sent for, and soon
ascertained that the wind-pipe had been severed. He
dressed the wound and placed his patient in charge of
Capt Merritt of the Seventh Ward Police, to be conrevyed to the New York Hospital, whither he was taken.
It is the opinion of the physician that the wound is ac
severe that he cannot recover. When asked why he
committed the deed, he replied, "Friendship made me
do it."

SUDDEN DEATH.-Carroll Andruss, a SUDDEN DEATH.—Carroll Andries. As hand on board of a schooner, lying at the foot of Clarkson-t., North River, was found yesterday morning in the bold of the vessel in a suffering condition. He was taken into the cabin and attended by a physician, but died shortly afterward. It appears that on Saturday evening the deceased was left by the Captain in charge of the vessel, being at the dismost perfect health. During the day the crew had been employed in empirical the achooner, for the purpose of driving off cab, midra in